reported in the 'Times of India', New Delhi, dated the 10th November, 1996;

(b) if so, what is the composition and terms of reference of the Committee; and

(c) keeping in view, utter chaos reportedly prevailing at the Indira Gandhi International Airport even a day after the worst disaster on 12.11.1996 in Indian aviation history; whether Government propose to ask the above Committee to give its early recommendations/interim report on the existing air-traffic control system and safety regulations etc.?

THE MINISTER OF CIVIL AVIATION (SHRI C. M. IBRAHIM): (a) Yes, Sir.

(b) The composition and terms of reference of the Committee arc at statement (sec below).

(c) No. Sir.

Statement

A. *Composition of the Committee:—*

1.	Air Marshal (Retd.) J.K. Seth	Chairman
2.	Chairman, Airports Authority of India	Member
3.	Managing Director, Indian Airlines	Member
4.	Director General of Civil Aviation	Member

B. *Terms of reference of the Committee:—*

(i) To review the existing staffing norms and organisational structure of the DGCA and suggest measures for its revamping;

(ii) to review the Aircraft Act. 1934 and Aircraft Rules, 1937 and suggest changes in the regulations to bring it in time with the present day requirements;

(iii) To review the existing safety regulations, systems and procedures to ensures total flight safety;

(iv) To review the facilities for development of aviation manpower, namely pilots, engineers and other key personnel;

(v) To review the existing system of licensing aviation personnel and granting of permits to operators to ensure efficiency and safety;

(vi) To review the existing air navigation, communication and surveillance system and' suggest modernisation, expansion and regulatory control of the system;

(vii) To devise a standing system of carrying out safety audits of different categories of aircraft, operators, aviation support agencies and Airport Authority to esnure all round safety in aviation.

Financial performance of Air India and Indian Airlines

1192. SHRI SURESH PACHOURI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the Financial performance of both Air India and India Airlines during last three years;

(b) details of measures taken to improve the financial performance of these airlines;

(c) whether the share of Air India in International Traffic has gone down considerably as compared to 1981; and

(d) if so, details thereof and measures taken to increase its share in international traffic?

THE MINISTER OF CIVIL AVIATION (SHRI C. M. IBRAHIM): (a) The financial performance of Air India and Indian Airlines during the last three years is as under—

(Rs. in crores)

Year	Air India Profit/(Loss)	Indian Airlines Profit/(Loss)
1993-94	201.19	258.46
1994-95	40.80	188.73
1995-%	271.84	109.98

(b) Air India and Indian Airlines arc taking steps to improve their product.

image and on time performance to attract more passengers and to increase revenue.

(c) and (d) Air India's market share of passenger traffic to/from India came down from 33.4% in 1981 to 21.7% in 1995. To increase its market share Air India has been taking steps to intensify its marketing efforts, augment capacity, expand network of services and to improve its product, image and on time performance.

Losses in Banks

1193. PROF. RAM KAPSE: Will the Minister of FINANCE be pleased to state:

(a) the details of the banks in different sectors such as Nationalised, Co-operative Banks etc. running in loss during the last two years ending with 30th September, 1996;

(b) the amount of loss in respect of each bank;

(c) whether Government have made enquiries into the reasons of the loss;

(d) if so, the findings thereof, and

(c) the action taken or proposed to be taken for prevention of recurrence of such incidents?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) and (b) The details of loss making banks are as under:—

(Rs. in crores)

	1994-95		1995-96	
	No.	Amount	No.	Amount
Nationalised Banks	8	625.22	7	2360.10
Private Banks	3	33.90	3	46.86

In respect of District Central Cooperative Banks the information for the year 1993-94 and 1994-95 (latest as reported by National Bank for Agriculture & Rural Development (NABARD) is as under:

(Rs. in Crores)

	1993-94		1994-95	
	No.	Amount	No.	Amount
District Cooperative Banks	136	126.56	117	157.42

(c) and (d) the nationalised banks were required to provide depreciation on Government securities at yield to maturity (YTM) rate of 14% during 1995-% as against 13% during 1994-95. The banks had also to make increased provisions for Non-Performing Assets and make payments on account of wage revisions to award staff/officers during these two years and also provide for provisions for pension fund. The losses of District Cooperative Banks were due to weak resource base, vitiated recovery climate, absence of professionalisation and inadequate modernisation.

(e) Nationalised banks reporting losses arc precluded from incurring fresh capital expenditure, fresh recruitment without prior approval of RBI and advised to reduce all operating expenses through Development Action Plan which include. *inter alia,* rationalisation of organisational structure. In the case of Cooperative Banks, NABARD has advised these banks to prepare Development Action Plans (DAPs) to revamp their operations and improve their viability. The DAPs are based on thorough analysis of various operational aspect financial organisational systems and procedures and human resources development having a bearing on viability. Recovery performance has also been given a stress in the Memorandum of Understanding entered into by the Cooperative banks and concerned State Government with NABARD.